

TAB 2: PROJECT CHARACTERISTICS

2A. PROVIDE A DESCRIPTION OF THE TRANSPORTATION FACILITY OR FACILITIES, INCLUDING THE CONCEPTUAL DESIGN AND ALL PROPOSED INTERCONNECTIONS WITH OTHER TRANSPORTATION FACILITIES. DESCRIBE THE PROJECT IN SUFFICIENT DETAIL SO THE TYPE AND INTENT OF THE PROJECT, THE LOCATION, AND THE COMMUNITIES THAT MAY BE AFFECTED ARE CLEARLY IDENTIFIED. DESCRIBE THE ASSUMPTIONS USED IN DEVELOPING THE PROJECT. THE PROJECT DESCRIPTION SHOULD BE PREPARED IN A WAY THAT FULLY RECOGNIZES ANY FEDERAL AND/OR COMMONWEALTH REQUIREMENTS TO ANALYZE OTHER PROJECT ALIGNMENTS AND ALTERNATIVES.

PROJECT DESCRIPTION

The Washington D.C. metropolitan area has one of the most complete multi-modal transportation systems in the United States, and metro area commuters take advantage of its benefits. According to the *2004 American Community Survey*, Washington D.C. ranked last in the percentage of workers driving alone (40.5%). However, Washington D.C. ranked 4th in the nation in length of mean travel time to work (28 minutes). This underscores the imperative need for increasing highway capacity to accommodate the number of motorists using the system.

Finding funds to increase capacity has become increasingly difficult as the improvement needs to our highway and bridge network greatly exceed available funding. In recent years, the public and private sectors have responded by proposing to increase capacity by either converting HOV lanes or building new express toll lanes (often referred to as "HOT lanes"). These toll lanes provide a stream of revenue to use for transportation improvements by allowing vehicles with fewer than the limit of required HOV passengers to pay a toll for use of the lanes.

As innovative as that concept is, there is still room for improvement. Difficulties such as bottlenecks will most likely arise as the HOV/HOT lanes become more developed but not connected with one another. Further, as use of public transportation grows and employers allow more flexibility during the workday, the demands on public transportation will become more varied and unpredictable.

To address the need for increased capacity and flexibility in the Washington, D.C. metro area transportation system, Virginia Mobility Associates LLC is proposing to add highway lanes in each direction between Dulles Airport and the Potomac River, along I-66 to Centerville, and Route 28 returning to the airport. By doing so, we will in effect be creating a complete network of express toll lanes that can be used by not only the driving public, but by both public and private transit systems as well.

2A.

Our project consists of a total of 45.10 miles of new capacity. We have divided our proposed project scope into seven (7) segments, described as follows:

Segments 1 and 2: Rt. 267 from I-66 to Rt. 28

Proposed Scope: Add one HOT lane in each direction

In addition to typical roadway construction, the following structural work is also proposed:

- Mainline bridge over stream north of Idylwood - widen 1 lane in each direction
- Mainline bridge over Magarity Road - widen 1 lane in each direction
- Mainline bridge over Chain Bridge Road - widen 1 lane
- Mainline bridges over Rt. 123 - widen 1 lane on each
- Mainline bridges over International Drive - widen 1 lane on each
- Mainline bridges over stream near Days Farm - widen 1 lane on each
- Mainline bridges over Hunter Mill Rd - widen 1 lane on each
- Mainline bridges over Washington+Old Dominion Trail - widen 1 lane on each
- Mainline bridges over Rt. 228 - widen 1 lane on each
- Rest area (E. of Monroe) bridge over mainline - demolish/rebuild for widening
- Van Buren bridge over mainline - demolish/rebuild for widening
- Rt. 7100 bridge over mainline- demolish/rebuild for widening
- Reston Pkwy. bridge over mainline - demolish/rebuild for widening
- Wiehle Rd. bridge over mainline- demolish/rebuild for widening
- Beulah Rd. bridge over mainline- demolish/rebuild for widening
- Trap Rd bridge over mainline- demolish/rebuild for widening
- Rt. 7 bridge over mainline- demolish/rebuild for widening

Dulles Connector Road and I-66 Interchange

Our proposal includes expanding the notorious interchange between the end of the Dulles Connector Road and I-66, which backs up most hours of the day. This element, while not described in complete detail in this section or identified separately on the project map, has been included in the total project cost.

2A.

Segment 3 - Rt. I-66 from West of Theo. Roosevelt Bridge to 25th St. Overpass*Proposed Scope:*

- From Ft. Myer underpass to Lee Highway - Add one HOT lane in each direction. Keep same roadway width and just replace shoulder with lane
- From Lee Hwy to 25th St. - Add one HOT lane in each direction

In addition to typical roadway construction, the following structural work is also proposed:

- Mainline bridge over park at Kennebec - widen 1 lane in each direction
- Mainline bridge over N. Sycamore - widen 1 lane in each direction
- N. Utah over mainline - lengthen (demolish/rebuild) for widening
- N. Kentucky - lengthen (demolish/rebuild) pedestrian bridge
- N. Potomac - lengthen (demolish/rebuild) pedestrian bridge

Segment 4 - Rt. I-66 from 25th St. Overpass to Vienna Fairfax Station (end of tracks)*Proposed Scope:* Add one HOT lane in each direction

In addition to typical roadway construction, the following structural work is also proposed:

- Mainline bridge over Westmoreland - widen 1 lane in each direction
- Mainline bridge over Williamsburg - widen 1 lane in each direction
- Mainline WB bridge over Service Rd - widen 1 lane
- Mainline WB bridges over Rt. 7 + ramps - widen 1 lane on each
- Mainline WB bridges over I-495 - widen 1 lane on each
- Mainline EB bridges over I-495 - widen 1 lane on each
- Ramp Bridge -NB I-495 to WB I-66- modify pier location+on-ramp
- Gallows Rd. over Mainline - lengthen (demolish/rebuild) for widening
- East Metro Station - lengthen (demolish/rebuild) pedestrian bridge
- Relocate Noise walls - Knollside/Wesleyan
- Relocate Noise walls - E. of Rt. 243 interchange
- West Metro Station - EB, relocate retaining wall
- West Metro Station - EB, lengthen (demo/rebuild) pedestrian bridge
- West Metro Station - WB, relocate retaining wall

Segment 5 - Rt. I-66 from Vienna Fairfax Station (end of tracks) to Rt. 28*Proposed Scope:* Add one HOT lane in each direction

In addition to typical roadway construction, the following structural work is also proposed:

- Mainline bridge over Fairfax Co. Pkwy - widen 1 lane in each direction
- ML bridge over Stringfellow - widen 1 lane in each direction
- Blake La. over mainline - lengthen (demolish/rebuild) for widening
- Rt. 123 over mainline - lengthen (demolish/rebuild) for widening
- Fly over at Rt. 123 -lengthen (demolish/rebuild) for widening
- Rt. 50 SB over ML -lengthen (demolish/rebuild) for widening

2A.**Segment 6 - Rt. 28 from I-66 to Rt. 50**

Proposed Scope: Add one HOT lane in each direction

In addition to typical roadway construction, the following structural work is also proposed:

- HOT Lane bridge over Braddock/Walney
- HOT Lane bridge over parking lot access-Sta 99+00
- Lengthen Westfields Rd. bridge over Rt. 28
- Lengthen Willard Rd. bridge over Rt. 28
- Retaining Walls-HOT Lane bridge over Braddock/Walney
- Retaining Walls-HOT Lane bridge over lot access - Sta 99+00
- Modify Retaining Walls-Lengthened Westfields Rd bridge over Rt. 28
- Modify Retaining Walls-Lengthened Willard Rd bridge over Rt. 28

Segment 7 - Rt. 28 from Rt. 50 to Rt. 267

Proposed Scope: Add one HOT lane in each direction

In addition to typical roadway construction, the following structural work is also proposed:

- HOT Lane bridge over Airport access road - Sta 330+00
- HOT Lane bridge over Sully Plant. Rd - Sta 286+20
- Lengthen McLearen Rd. bridge over Rt. 28
- Lengthen Frying Pan Rd bridge over Rt. 28
- Widen bridge over stream-Sta 434+75
- Demolish / Rebuild barrier wall - 405+00 +/-
- Retaining Walls-HOT Lane bridge over Airport access road-Sta 330+00
- Retaining Walls-HOT Lane bridge over Sully Plant access road-Sta 286+20
- Modify Ret. Walls-Lengthened McLearen Rd bridge over Rt. 28
- Modify Ret. Walls-Lengthened Frying Pan Rd bridge over Rt. 28

ASSUMPTIONS

In addition to the typical design and construction activities needed for our proposed improvements, we have assumed no right-of-way acquisition; therefore some design exceptions may be needed, particularly on Segment 3. We have also assumed that the final project scope could be variable, based on any previously planned improvements by VDOT and/or VDOT's needs at the time the comprehensive agreement is drafted.

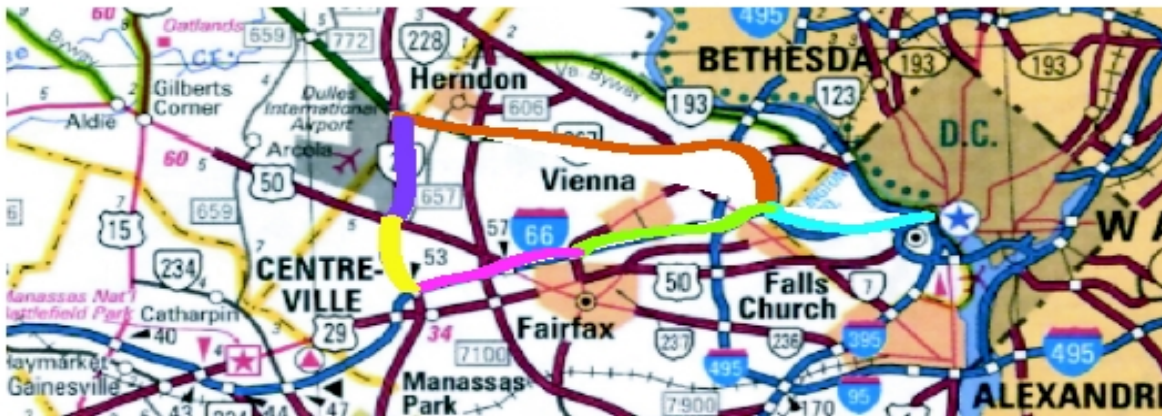
2A.

SECTION	LOCATION	HIGHWAY LENGTH IN MILES
1 AND 2	Rt. 267 from I-66 to Rt. 28	14.60
3	Rt. I-66 from West of Theo. Roosevelt Bridge to 25th St. Overpass	6.10
4	Rt. I-66 from 25th St. Overpass to Vienna Fairfax Station (end of tracks)	7.23
5	Rt. I-66 from Vienna Fairfax Station (end of tracks) to Rt. 28	8.98
6	Rt. 28 from I-66 to Rt. 50	3.87
7	Rt. 28 from Rt. 50 to Rt. 267	4.32
TOTAL	Without Additional (Optional) Work	45.1

Map Source: www.virginiadot.org

VA MOBILITY CONSTRUCTION COST ESTIMATE - MAP SECTIONS

Section 1 & 2: Rt. 267 from I-66 to Rt. 28
 Section 3: Rt. I-66 from West of Theo. Roosevelt Bridge to 25th St. Overpass
 Section 4: Rt. I-66 from 25th St. Overpass to Vienna-Fairfax Station (end of tracks)
 Section 5: Rt. I-66 from Vienna-Fairfax Station (end of tracks) to Rt. 28
 Section 6: Rt. 28 from I-66 to Rt. 50
 Section 7: Rt. 28 from Rt. 50 to Rt. 267



2B. IDENTIFY AND FULLY DESCRIBE ANY WORK TO BE PERFORMED BY VDOT.

This proposal assumes the following VDOT responsibilities (some items may be performed in conjunction with the counties):

Pre-Construction

1. Assistance in coordination with other government agencies
2. Participate in securing the Metropolitan Planning Organization's approval
3. Placement of project into the state and regional transportation plan
4. Participation in the public hearing process
5. Obtaining approval by the Commonwealth Transportation Board
6. Participate in obtaining federal and local environmental documentation needs
7. Enter into a Comprehensive Agreement and coordinate activities with the development team in a timely manner
8. Assist in acquiring any necessary right-of-way

During Construction

1. Participate in ensuring conformity with regional air quality models
2. Participate in ensuring that federal and local environmental regulations and needs are adhered to and met
3. Assist the team in ensuring that MBE/DBE goals are met
4. Assist in providing law enforcement coordination
5. Coordination of team with VDOT's Public Affairs offices

Post-Construction

1. Maintain responsibility for all maintenance, incident management, snow removal, SMART Tag/E-ZPass enforcement, etc.
2. Manage equipment and operations for monitoring traffic.

2C. INCLUDE A LIST OF ALL FEDERAL, STATE AND LOCAL PERMITS AND APPROVALS REQUIRED FOR THE PROJECT AND A SCHEDULE FOR OBTAINING SUCH PERMITS AND APPROVALS. IDENTIFY WHICH, IF ANY, PERMITS OR APPROVALS ARE TO BE OBTAINED BY VDOT.

Once the final scope of the project is determined, project management may need to coordinate with any or all of the following agencies:

- Virginia Department of Transportation (VDOT)
- Environmental Protection Agency (EPA)
- Virginia Marine Resources Commission (VMRC)
- U.S. Fish and Wildlife Service (USFWS)
- Virginia Department of Environmental Quality (DEQ)
- United States Army Corps of Engineers (USCOE)
- USDA Natural Resource Conservation Service (NRCS)
- Virginia Department of Conservation and Recreation (DCR)
- Virginia Department of Game and Inland Fisheries (DGIF)
- Virginia Department of Agriculture and Consumer Services (DACS)
- Virginia State Historic Preservation Office (SHPO)

To meet the Federal and state laws and regulations requiring permits to be acquired before the start of construction, the following may be required for the project:

Federal	<ul style="list-style-type: none"> • Section 404 Permit - United States Army Corps of Engineers
State	<ul style="list-style-type: none"> • Virginia Department of Environmental Quality - Virginia Pollutant Discharge • Elimination System (VPDES) and Virginia Water Protection Permit (VWPP) • Virginia Marine Resources Commission - Virginia General Permit (VGP-1) • Virginia Department of Health • Water, sewer, and other connection permits as applicable for utility relocations

Once the final scope of the project is established, other permits or approvals not listed may be required. Permit applications will be developed concurrently with design activities. At all times, the team will keep VDOT informed on the status of permits and approvals and welcome VDOT's participation in ensuring that all requirements are met.

2D. WITHOUT COMPLETING AN ENVIRONMENTAL IMPACT STATEMENT, IDENTIFY ANY ANTICIPATED ADVERSE SOCIAL, ECONOMIC AND ENVIRONMENTAL IMPACTS OF THE PROJECT. SPECIFY THE STRATEGIES OR ACTIONS TO MITIGATE KNOWN IMPACTS. IDENTIFY THE PROJECTED POSITIVE SOCIAL, ECONOMIC AND ENVIRONMENTAL IMPACTS OF THE PROJECT.

We believe there will be limited environmental impact on this project. At this time we do not anticipate a requirement for a National Environmental Policy Act (NEPA) (i.e., Categorical Exclusions or Environmental Assessments) document, since federal funds will not be used on the project. We anticipate that VDOT will provide the environmental documentation required for all projects not subject to Federal NEPA approval.

	ADVERSE IMPACTS	POSITIVE IMPACTS
<i>Social</i>	<ul style="list-style-type: none"> ✓ Incorrect perception of only individual drivers benefiting 	<ul style="list-style-type: none"> ✓ No new right-of-way anticipated ✓ Greater connectivity throughout NoVA and DC
<i>Economic</i>	<ul style="list-style-type: none"> ✓ None anticipated at this time 	<ul style="list-style-type: none"> ✓ Improved speed of travel ✓ More predictable travel times ✓ Less waste of time and fuel ✓ No new state or Federal funds needed
<i>Environmental</i>	<ul style="list-style-type: none"> ✓ Possible noise issues due to additional capacity and potential limited space for new noise walls ✓ Possible water runoff issues 	<ul style="list-style-type: none"> ✓ New capacity added within existing roadway, thereby minimizing any additional environmental impact ✓ Improved speed of travel reduces emissions caused by idling traffic

On any resulting impacts relating to the final project scope, we will work with VDOT on all issues to prepare a plan to thoroughly address them in accordance to all pertaining laws, regulations, and statutes.

2E. LIST THE CRITICAL FACTORS FOR THE PROJECT'S SUCCESS.

The success of a project with a varying scope such as ours will require a significant amount of planning and coordination amongst all of the affected jurisdictions, the project team, and VDOT.

We anticipate the most critical success factors to be associated with the following components of our proposal:

- ✓ Project concept and final scope of work
- ✓ Financing plan
- ✓ Final design

PROJECT CONCEPT AND FINAL SCOPE OF WORK

Coordination with affected jurisdictions will play an integral part of moving this project to a successful completion. Our desire is to work with VDOT and include as many local leaders as possible in the process of determining final scope of our project.

Public acceptance will also be critical, in that we want the facilities to be beneficial to those who will use and be affected by them. Obtaining feedback from residents will also be part of our outreach efforts. Our outreach efforts will be as thorough as possible, and will include elements such as public meetings and presentations, news releases, and tactical planning with VDOT Public Affairs offices. We will coordinate with VDOT to ensure that all parties affected by our project will have an open channel of communication with our project management.

FINANCING PLAN

Our financing plan will require a change in practice and policy regarding use of current revenue sources. However, since our plan does not require new funding from local, state, or federal sources, we believe our plan uses those funds for benefits that affect a wider segment of the population of the area. More specific information on our financing plan can be found in Tab 3.

FINAL DESIGN

Possible design exceptions, right-of-way, and environmental impacts stemming from the final design may require approvals from a broader reach of agencies and organizations than currently anticipated. Required approvals could come from various sources such as transportation planning organizations, environmental authorities, and VDOT internal offices with oversight responsibilities. We will coordinate with those agencies and cooperate completely to ensure all laws, regulations, and ordinances are met.

2F. IDENTIFY THE PROPOSED SCHEDULE FOR OPERATOR'S WORK ON THE PROJECT, INCLUDING THE ESTIMATED TIME FOR COMPLETION.

Since our proposal is based on the construction and connection of express toll lanes in several locations at possibly varying times and the scope not yet determined, developing a detailed schedule at this time is not possible.

However, we anticipate that the negotiation of the comprehensive agreement could take place with one year from submittal. Once a Notice to Proceed authorization is given, we believe the construction could be completed within two (2) years, at a minimum, depending on VDOT's preference of type of contract.

A more complete schedule will be provided in the detailed proposal phase, and a comprehensive schedule will be provided for each segment on the date of authorization to proceed.

2G. PROPOSE ALLOCATION OF RISK AND LIABILITY FOR PAST AGREEMENT WORK, AND ASSURANCES FOR TIMELY COMPLETION OF THE PROJECT.

RISK AND LIABILITY

One of the advantages of the PPTA procurement process is the cost-effective allocation of resources that best serves the Commonwealth. We anticipate that VDOT would prefer to retain many of those public sector services not easily transferred to the private sector, such as law enforcement or acquisition of any needed right-of-way. Our team would retain those risks ordinarily associated with project management, such as design, construction, materials costs, and insurance. The actual allocation of any risk and liabilities will greatly depend on the final terms of the comprehensive agreement, and VDOT's preferred method of obtaining the resulting construction contracts. Regardless, we will provide all reasonable assurances for completion of the resulting contracted work.

TIMELY COMPLETION OF WORK

We are committed to delivering this project on time and without incident. Our project management will make safety and adherence to schedule their top priorities. We will develop a comprehensive schedule before work begins and will provide VDOT with regular updates as needed.

2H. CLEARLY STATE THE ASSUMPTIONS RELATED TO OWNERSHIP, LEGAL LIABILITY, LAW ENFORCEMENT AND OPERATION OF THE FACILITY.

OWNERSHIP AND LEGAL LIABILITY

At all times, the Commonwealth retains ownership of the entire facility and will be responsible for the legal liability of the completed facility. Members of the team will be liable for their actions during construction.

LAW ENFORCEMENT

While the team will provide additional site security, it is anticipated that routine public safety and law enforcement functions would remain with local and state agencies during the construction period. Once the project is completed, public safety and law enforcement will be the responsibility of the Commonwealth of Virginia.

OPERATION

The operation of the facility will, at the option of VDOT, be the responsibility of the team, VDOT, or other public entity. Additionally, the team will work toward the development of protocols with VDOT, the affected jurisdictions, local law enforcement agencies and the Virginia State Police to ensure effective toll collection and to address public safety problems for adjacent jurisdictions.

2I. PROVIDE INFORMATION ON ANY PHASED (PARTIAL) OPENINGS PROPOSED PRIOR TO FINAL COMPLETION OF THE WORK.

This project contains seven (7) segments, and they can be built all at once or separately. Since many of our project's sections may be deemed more critical than others, we will do our best to accommodate timely completion of those sections that will best serve the region's transportation network.